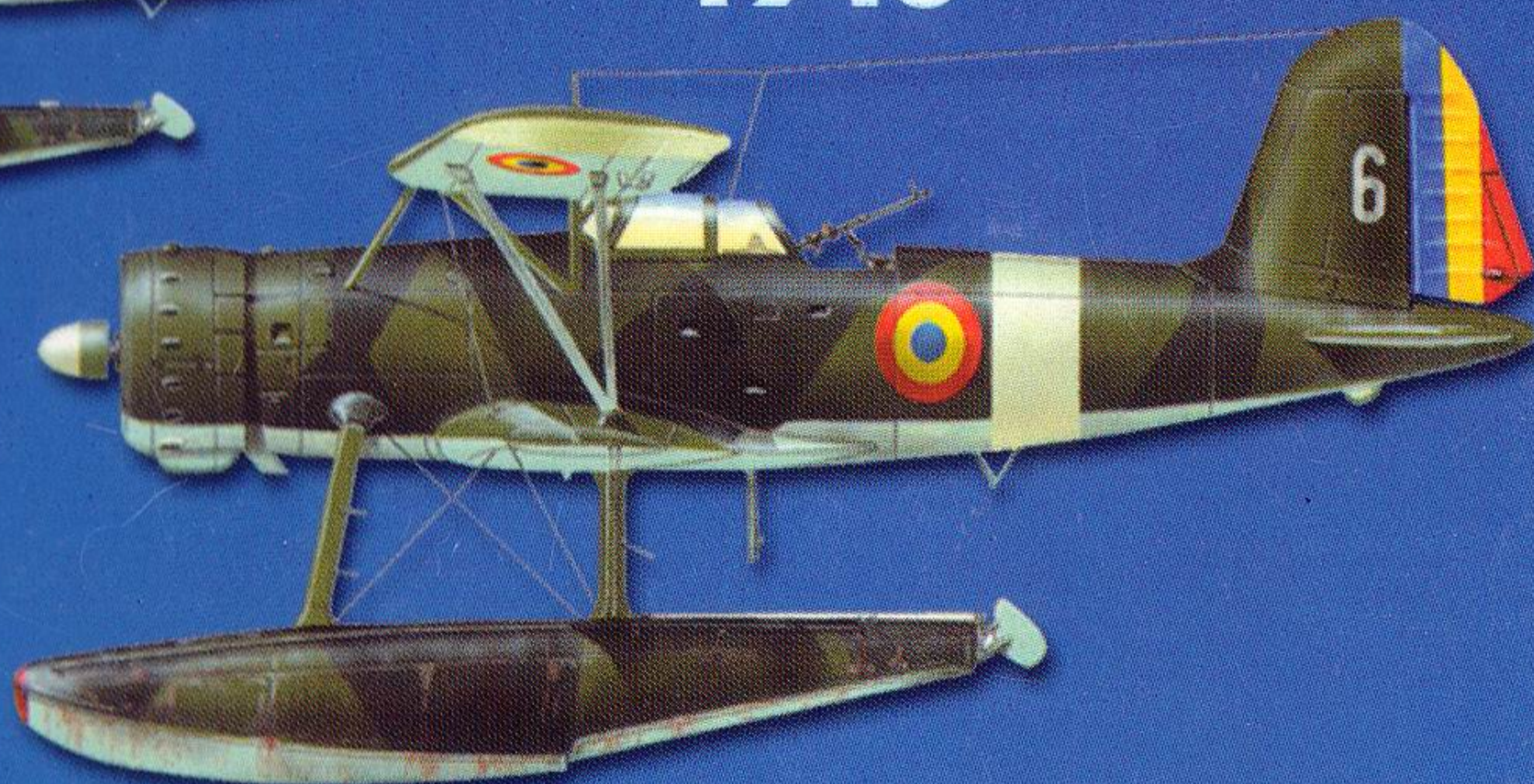


Șerban Ionescu • Cristian Crăciunoiu

HEINKEL 114



1943



1947



1960

Editura MODELISM

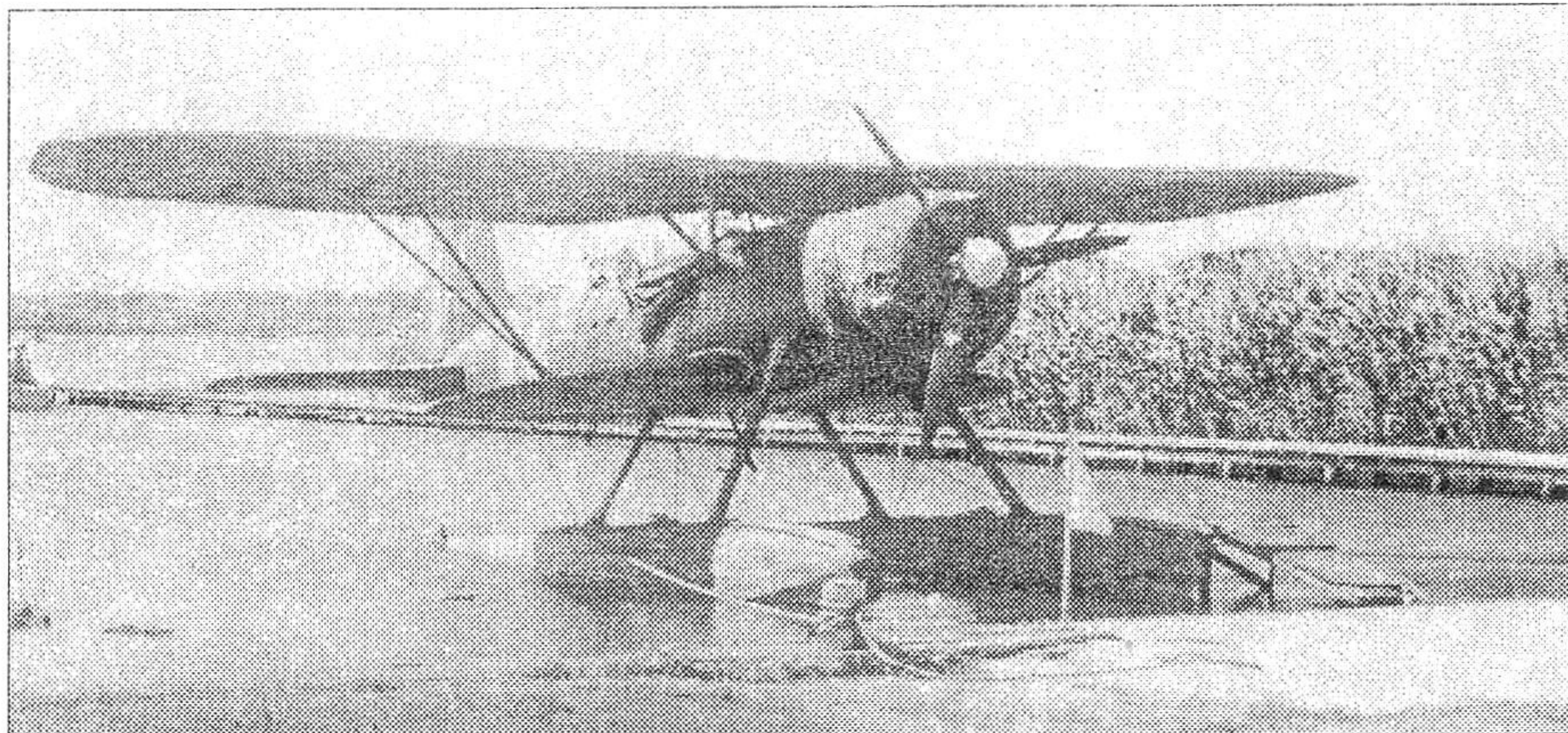
Șerban Ionescu • Cristian Crăciunoiu

Heinkel

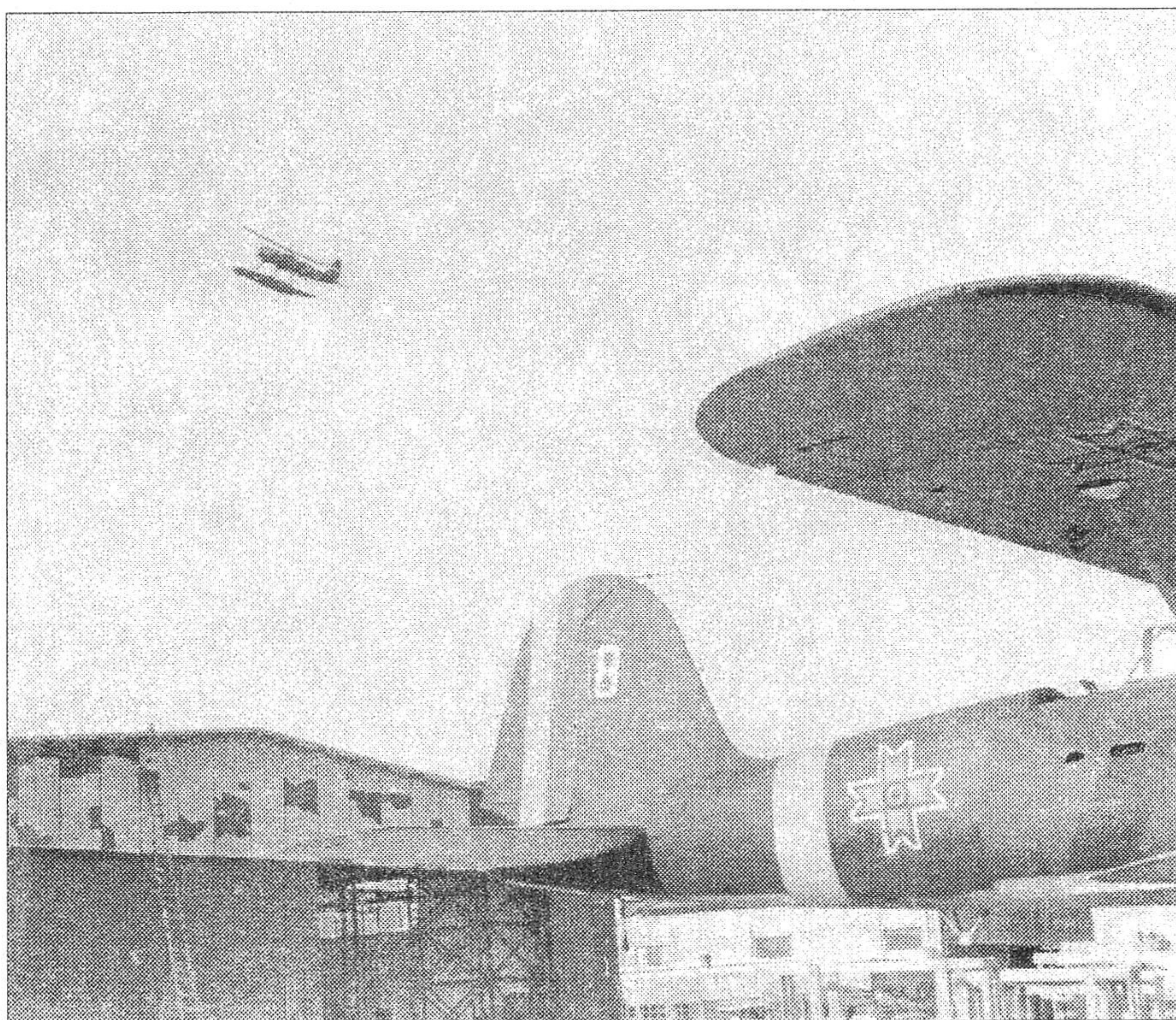
114



One of the best pictures of the plane in Rumanian colours.



He 114. No.4 waiting for a new mission in the afternoon of 3 September 1943.



He 114 was a great improvement for the Rumanian Seaplane Squadrons compared to the already old Savoia Marchetti 62 and the Cant Z 501

• Heinkel He-114 •

THE SUCCESSOR

In 1935 the German coastal Aviation Groups were equipped with the Heinkel He 60 Seaplane, an aircraft already old. The German Air Ministry asked the Heinkel company to create a two seats seaplane for replacing the He 60. So was born the He-114, a sesquiplane machine, completely metallic with an oval section fuselage. Here was carried the two seats of the pilot and the observer-gunner behind. The upside wing, slightly an arrow was posted on a central support made out of bars in N-shape. those on sides were Y-shaped. The low wings were smaller and had a half-elliptical shape and a thick profile. All assembly was supported on two flotors with single step each. Rigidity was increased

by metal wires.

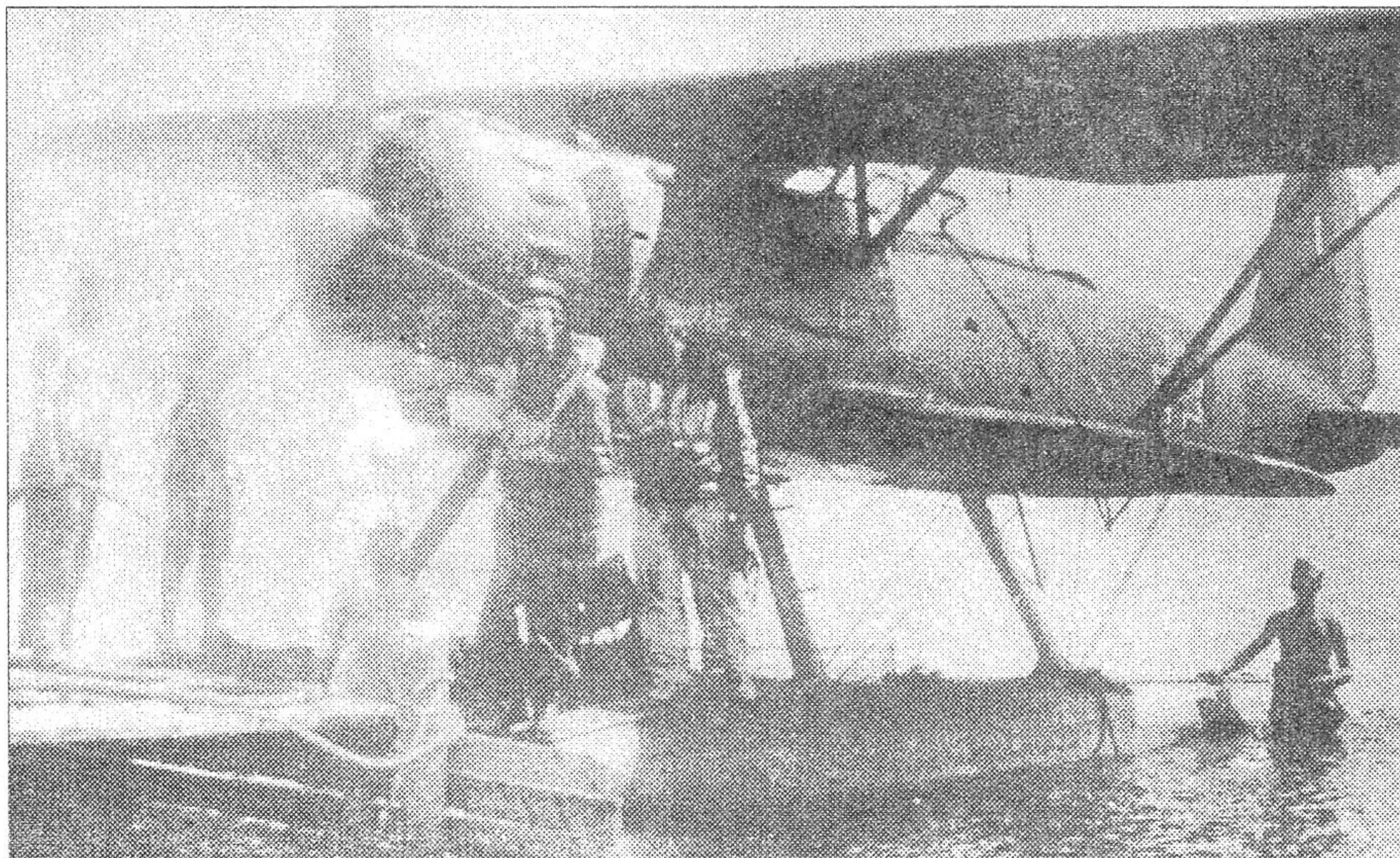
The engine for he 114 was a BMW-132 Dc. developed from Pratt&Whitney Hornet, a star shaped engine with 9 cylinders, air cooled of 850 HP.

The whole assembly looked elegant and very modern for the period.

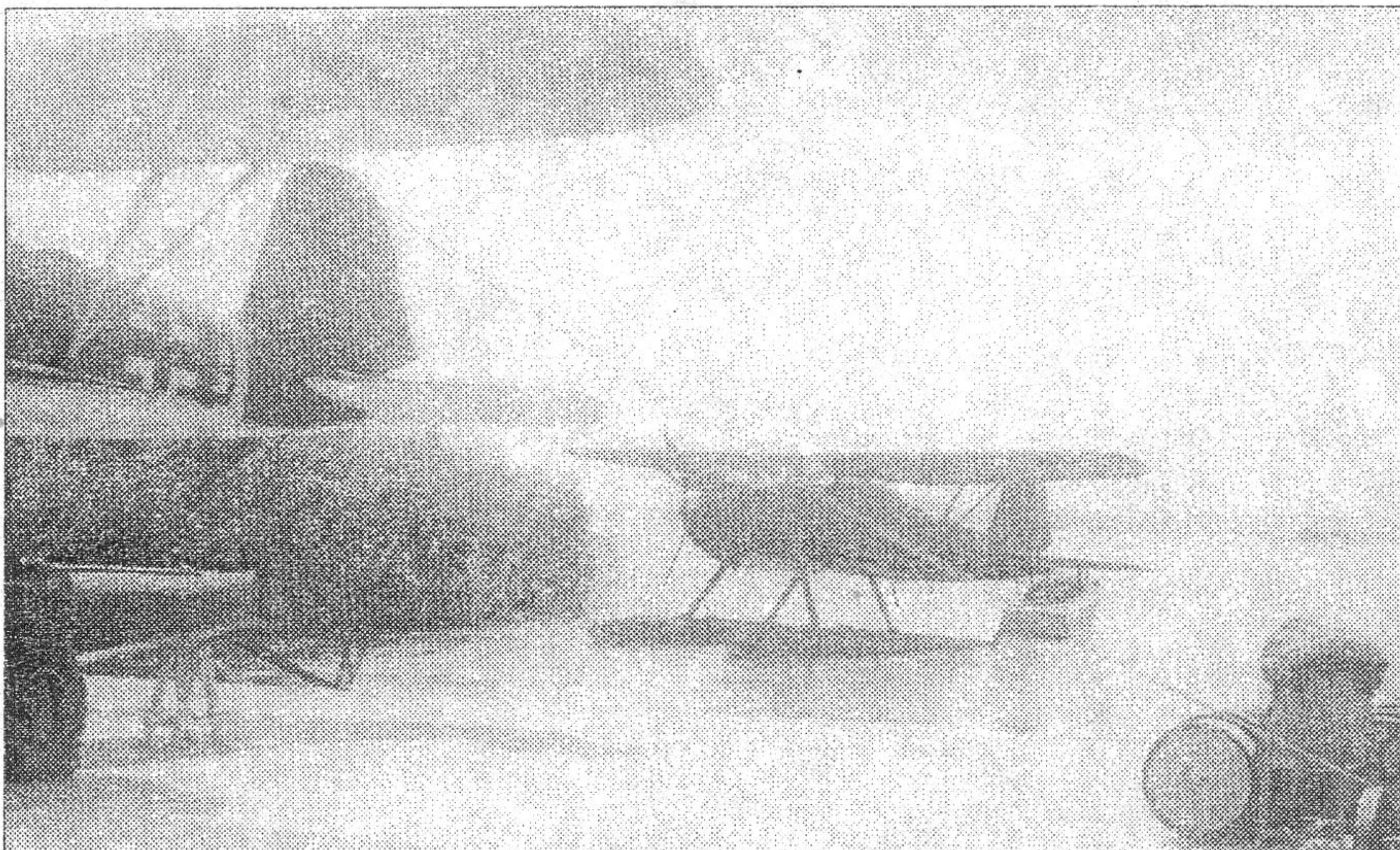
TROUBLES

In 1936, spring, when the first two prototypes were ready, no BMW 132 engine was available, so the V-1 was equipped with a Daimler-Benz DB-600A of 900 HP and V-2 with a Jumo 210 Ea of 750 HP. First tests were a failure, the aircraft was rolling hardly on water and the flight tests were not much better.

The V-2 prototype was tested for catapult launching and the tail was enlar-



The aircraft carrying no.1 on the Palazu base, just across Mamaia on the Siutghiol lake. Summer 1943.



In the second row No.4 received his Rumanian "suit" while another He 114 waits for his original German colors to be replaced.

ged together with the add of a new skating surfaceun the flotors. All these alterations did not improved too much the characteristics so, the old classical engine BMW-132 of 900 HP was used.

V-3 was equipped with the BMW-132 Dc of 880 HP The flotors were redesigned and the cabin received a translating shield. This prototype did

not give the expected results.

V4 was substantially modified. The edges of the superior wing changed shapes and lenghtand the flotors were completely redesigned. Now they were assimetricaly.

Prototypes V-5, V-6 and V-7 followed. They were used for different tests concerning floaters.



June, 1944. Unknown, Slt. Stepancovschi Chiril, Asp. Mujicov Nicolae, Asp. Popescu Ion.

Prototype V-8, equipped with a BMW-132 K engine and a Junkers three blade propeller of 3.5 m diameter was the prototype of the A series.

V-9 with a small tripod for hook attaching was the prototype for series A-2, adapted for catapult launch.

In the mean time, due the poor performances of He-114, the Ministry of Air launched a new order for a seaplane with similar characteristics, leading to the development of the Arado Ar-196, a machine that proved to become the best seaplane of the war.

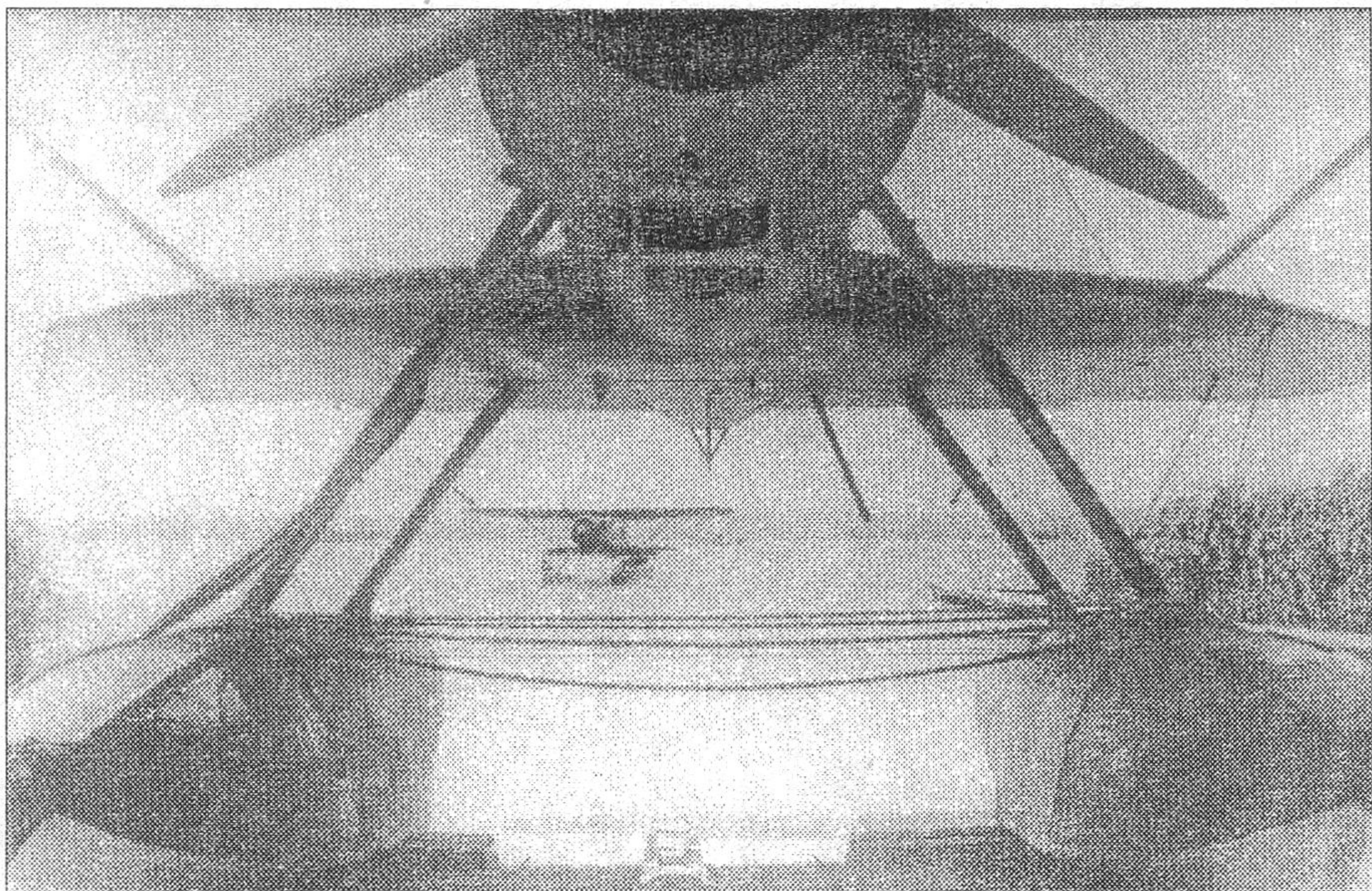
Six He-114 A4 were delivered to the unit in Travemunde for trials. They were followed by A-1 serie, with a total of 133 machines. In March 1937 are produced the the first 144 A-2 with BMW-132K star engine of 960 HP, turning an automatic variable pitch propeller VDM of 3,3 m diameter. The canopy of the cockpit was more aerodynamically shaped, the vertical rud-

der bigger and the armament was composed of two MG-15 machine guns, one shooting throughout the propeller and the other manipulated by the observer. The seaplane could attach two SC-50 bombs. Fuel tanks were in the fuselage (640 l) and floaters (470 l).

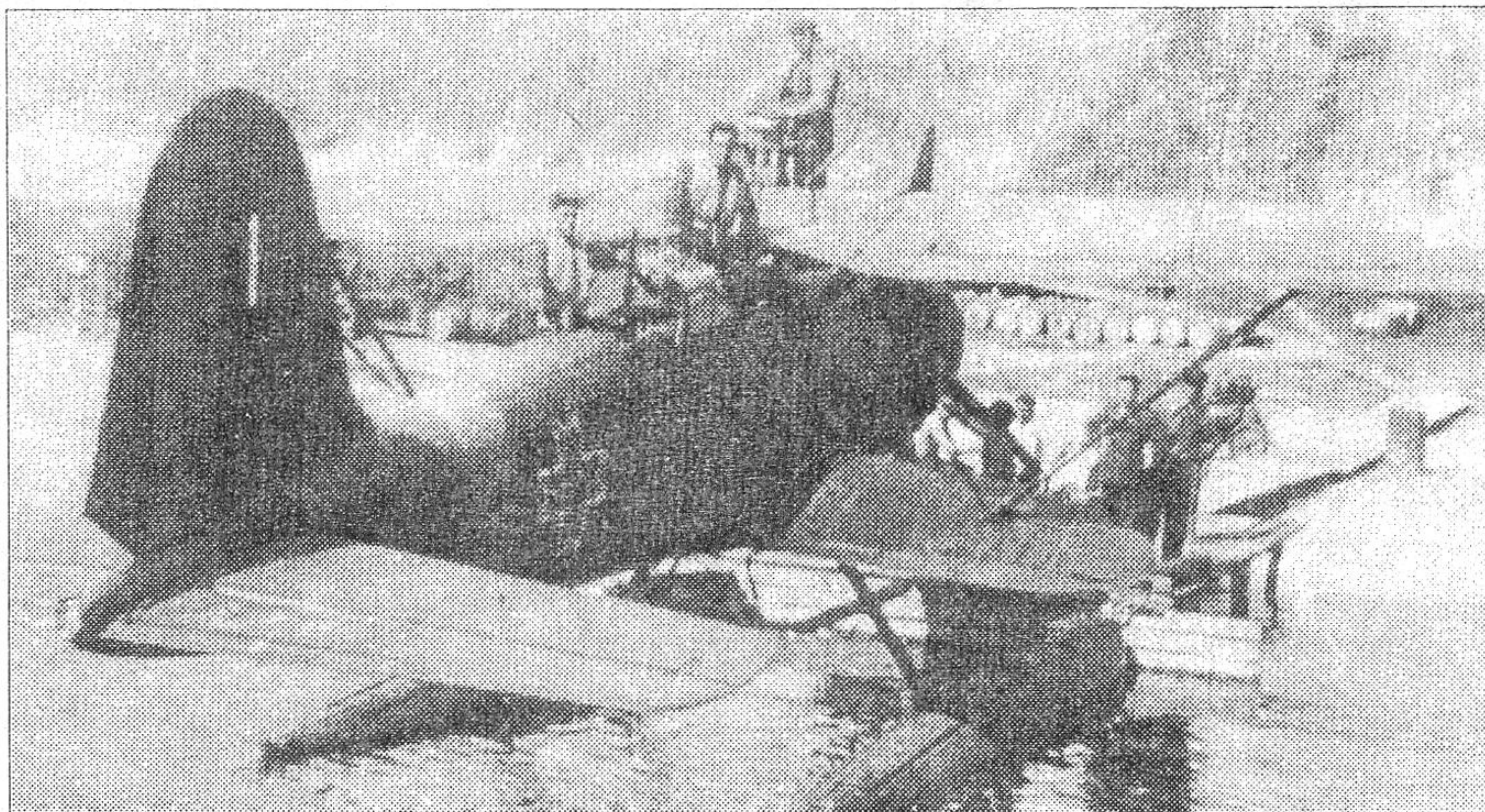
Once in the schools and test units for use, the He-114 was criticized by the crews. In the same time the Ar-196 was tested in flight. The Air Ministry decide to keep in service the old He-60 and gives hi approvals for He-114 export...

A DIFFICULT BRIDE

Arado 196 was not yet available and the Kriegsmarine needed seaplanes. On the other side, an aircraft in service in hi production country was easier to be sold, so from 1939 the German shore aviation groups started to receive the unwanted He-114.



Beautiful details snapshot showing among other belly details the two guns mounted in the lower wings.



No 1 was the most photographed He 114 in the war magazines. Here refueling for a mission.

It was used aboard the German corsair ships ATLANTIS, WIDDER and PINGUIN as raider, a part played completely unsuccessfully. CO of WIDDER through overboard the seaplane, 23 tons of fuel and 200 SC-50 bombs! The seaplanes were lost mainly breaking while taking off on bad sea, the critical parts being the floaters and the engine support.

GOOD FOR EXPORT

The Heinkel company turned to the external market. The first order came from Sweden for 12 seaplanes He 114 B-1 (the B-1 and B-2 series were practical A-2 modified according to the demand of the buyers, Sweden and Rumania).

Sweden received 12 He-114 in March 1941, in a not so good state. 5 of them had the wing rods in V-shape. The Swedish called them S-12. Six machines were lost in accidents. But, even-if the Germans were not satisfied, the Swedish were content with the seaplane. The Swedish planes

executed 2054 fight missions between November 1941 and August 1942. In 1945 the remaining six He-114 tugged the shooting target. Shortly after, they were retired service.

The second export client was Denmark who got only 4 seaplanes before being occupied by the Germans.

In 1942, Spain received 4 seaplanes, she called HR-4. They were still in service in 1953.

OVER THE BLACK SEA

According different sources, Rumania ordered 12 He-114 B-2, delivered in 1939. A second order for 12 He-114 C-1 was given, but it was not delivered because the Luftwaffe had to use them for her own shore units. So, the machines prepared and modified according the Rumanian specifications entered the 2nd Squadron Reconnaissance of 125th Group Reconnaissance (2/125 Aufkl.Sta.). When in October 1941 the squadron received the new Arado 196, the he

114 replaced the old He 60 of Squadron 1 of the same Group. When the new Bv 138 "Flying Shoe" entered the Group, the He 114 left the Finland Gulf to reach Black Sea.

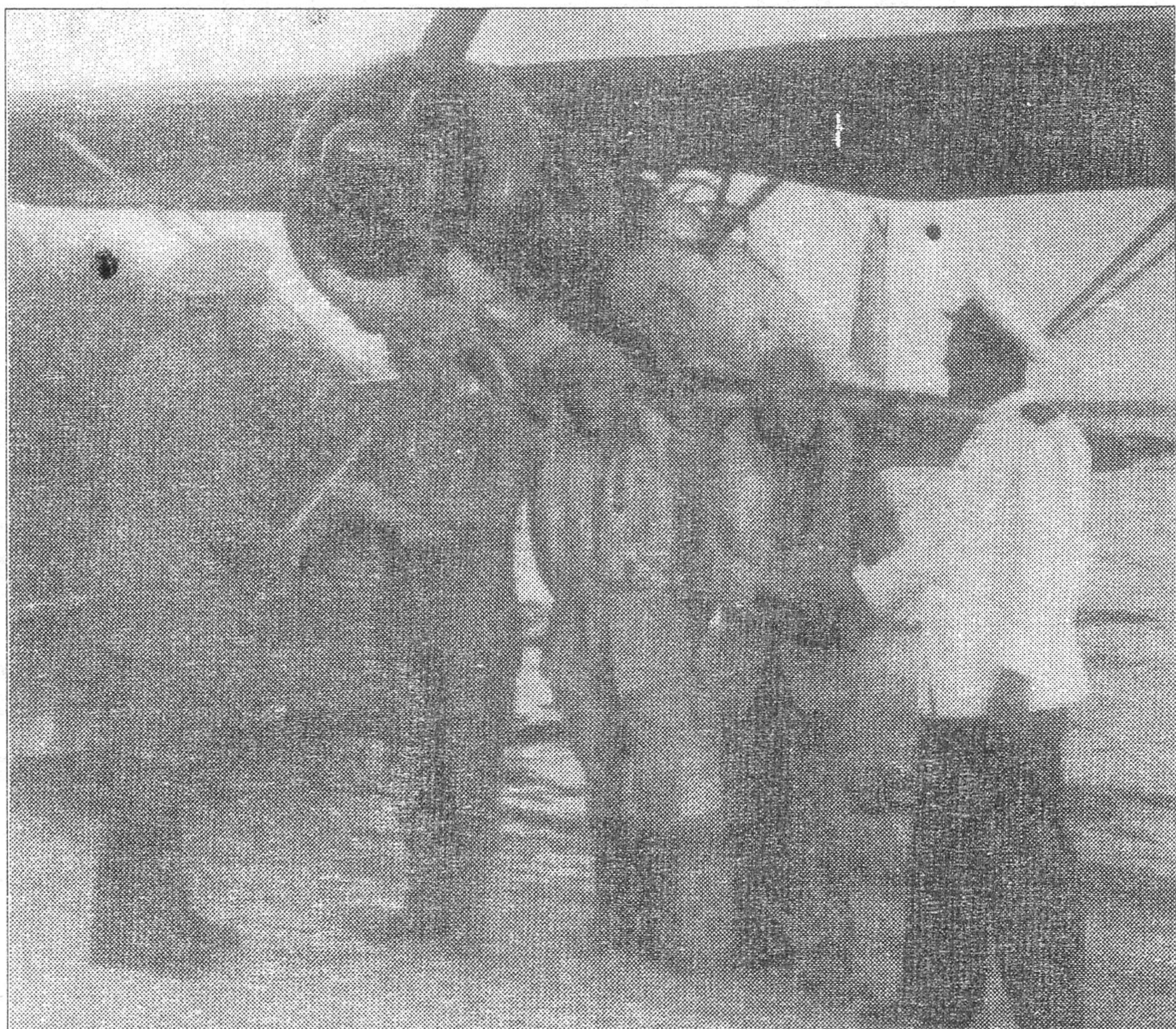
Rumanian sources indicates that the German seaplanes reached Constantza in 1943 and equipped the two squadrons of the Seaplanes Flotilla, Squadron 101 and Squadron 102. In November 1942, the adj. av. of the 1941 and 1942 promotions started school training on the 2 He-42 available at Mamaia. By the end of November 1943, pilots finished training on the new

He-114 C-1 and started war missions.

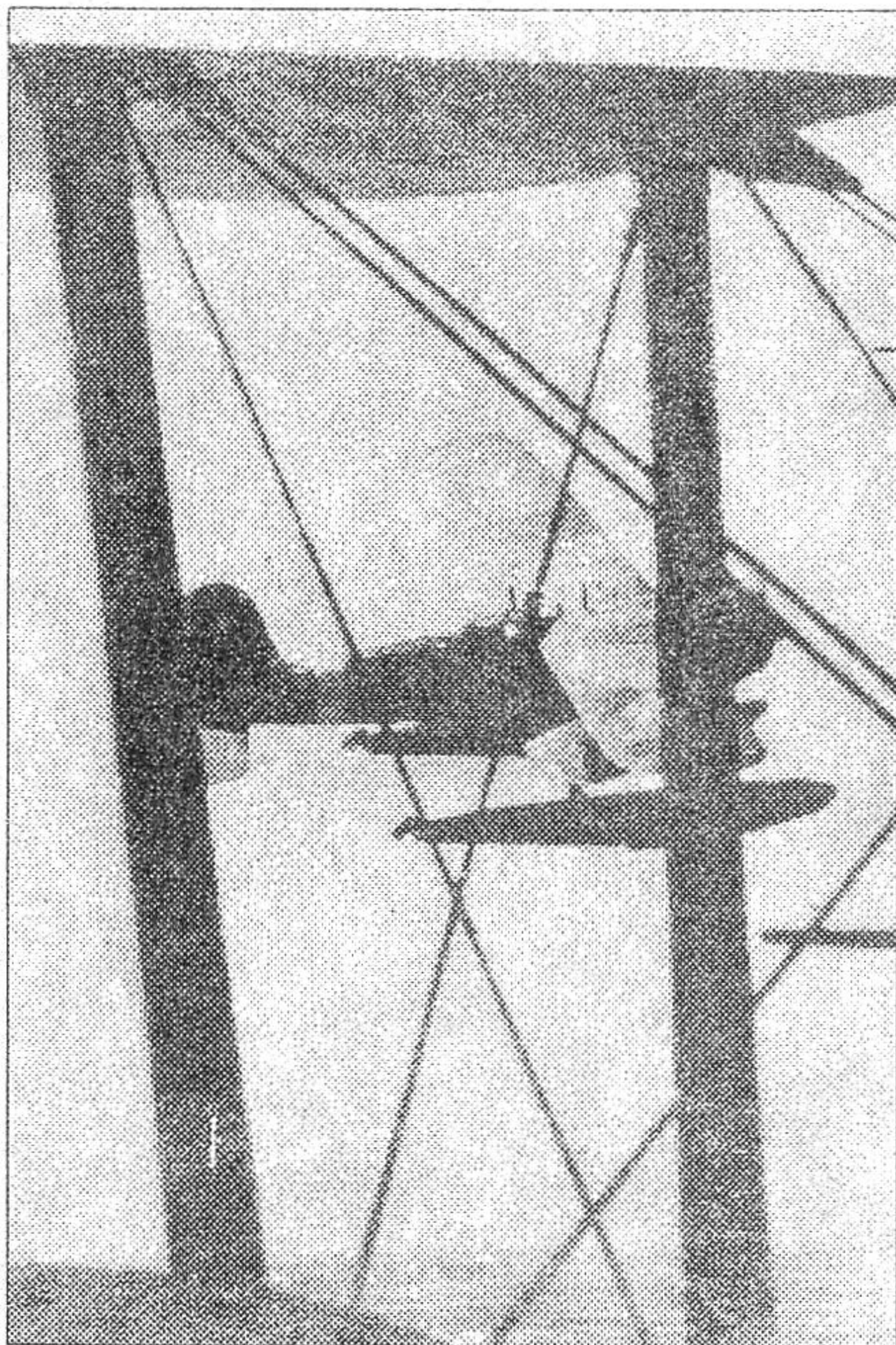
Same year, several Royal Rumanian Navy officers were trained as observers.

Several hundreds missions were carried till 23rd of August 1944: open sea research, shore reconnaissance, convoy escort, antisubmarine patrols. In the beginning of 1944, there were used four bases: Odessa, Valcov in the Danube Delta and Constantza.

The main base was of course Constantza. Called "Hidroscala" it had three hangars with a total of 3100 m², workshops and all facilities. There



A propaganda picture taken in 1952 in the same seaplane base. The chief mechanic reports to the political officer and the two members of the crew seem to talk to their commanding officer, this time cpt. Morariu Ion. The same old He 114 is now painted in a Soviet style, standard for the Warsaw Pact.



The same No 1 pictured in flight from a IAR 39.

were two CO during the war: cdr. Georgescu Constantin (The Serpent) and cpt. cdr. Borcescu Gheorghe.

As the Soviets confiscated and carried away all the documents of the Flotilla, according to the memories of cpt.av. Toma Nicolae, on 23rd of August 1944, out of the 30 He-114, 20 were on water, one in assembling state and 9 in boxes as they arrived from Germany. The document found in the Rumanian archives by Vasile Tudor and reproduced on page 15 shows us that 29 He 114 with numbers on tail from 1-29 flew till 23rd of August. More, we do have the flying hours mentioned for each of them, except no. 5 destroyed on reception tests. If this report is officially, then should be trusted, what was in the "boxes as they arrived from Germany" ?

Should them be the "famous"

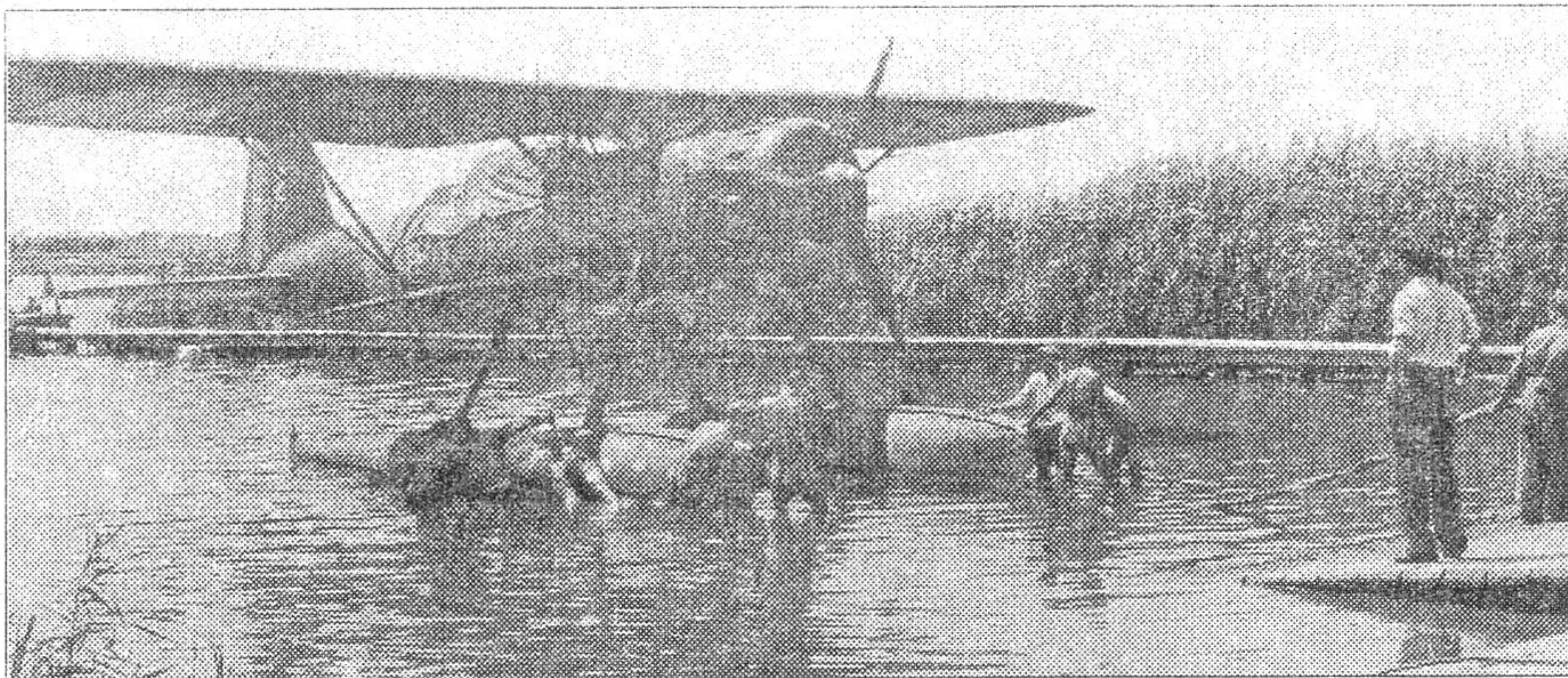
Rumanian Ar 196 presented in the Western Encyclopedias in coloured profiles but for which there is no Rumanian pictures or testimonies ? The documents mentions the order for them, but they were seized by the Soviets and never wore Rumanian markings.

...AND NOT ONLY

In the following period of the coup d'etat of 23rd of August 1944 there was an ambiguous and very hard period for the Rumanian CO of the military units, forced to fight against an old ally and to surrender all material possessions to the ex enemy. Some tried to save what was to be saved and moved the units inside the



1953. Pilots and observers from Squadron 347 Seaplanes. Up row - Boanc Nechifor, gunner and radio, lt. Samoilescu Alexandru, unknown. Down: lt. Ilinca Vasile - Navy observer, lt. Postelnicu Cârstea, pilot.



War picture. No.4 is under manipulation by mechanics and prepared for taken off.

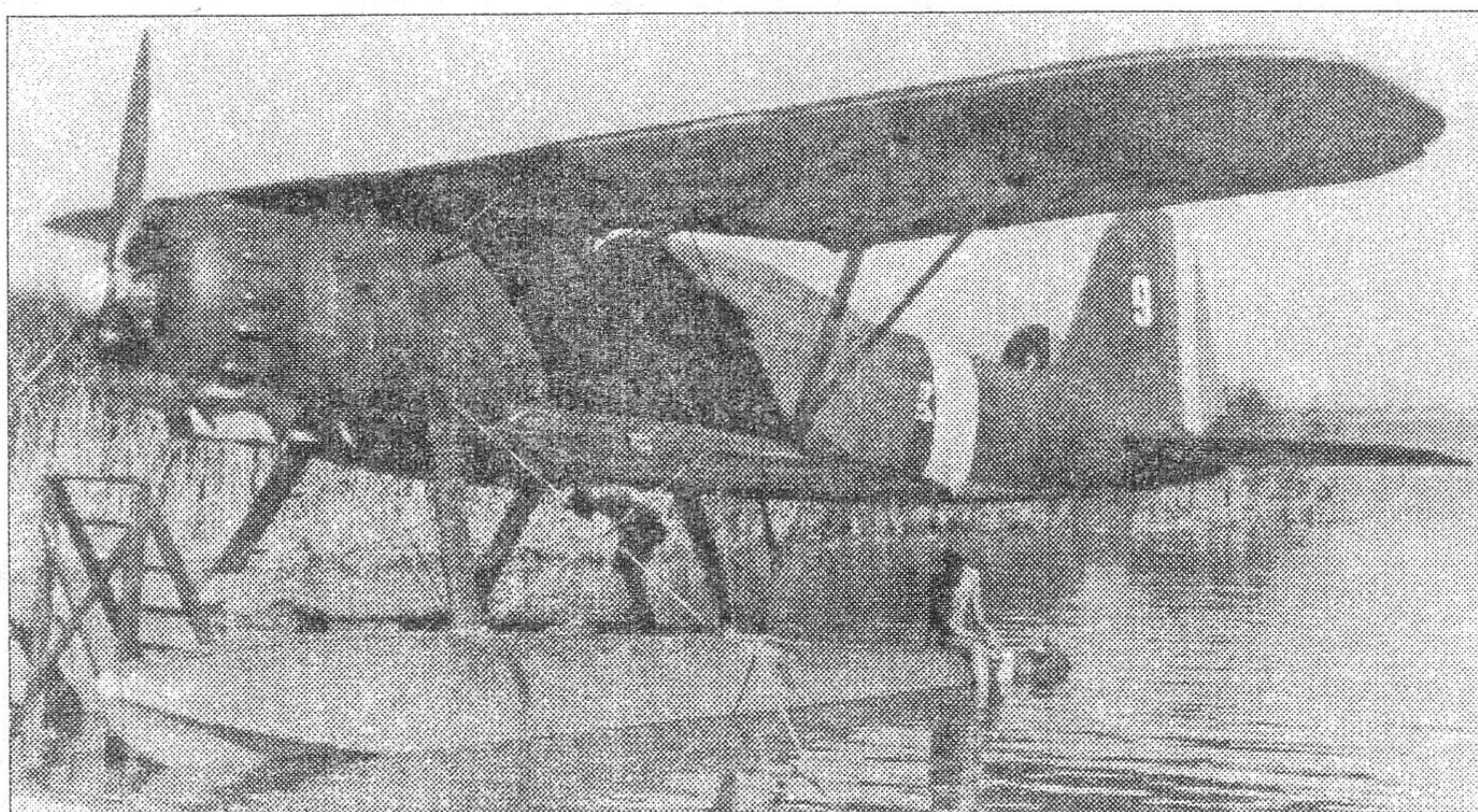
country, on other bases and it is obvious that another method to save the material from the invasion forces was to elude by false reports.

Flotila de Hidroaviatie ceased to exist, the personnel was moved to the Flotila de Aerostatie in Bucharest. All the available seaplanes were removed from Constatza to Snagov, near Bucharest, a little away from the invaders eyes. Again from the memo-

ries of cpt. av. Toma Nicolae: *"The Flotilla ceased to exist and was transformed in the Seaplane Squadron with a reported figure of 7 seaplanes."*

But on the Snagov lake there were 18 of the 20 He 114 in good flight conditions. Two of them were lost, one near Alexeni on a lake and another in a turn on big waves at 9th of December on Siutghiol lake.

The list we published does not



War picture. No.9 moored in a sunny day. The private is not checking the floaters but hi fishing hooks. It happens.



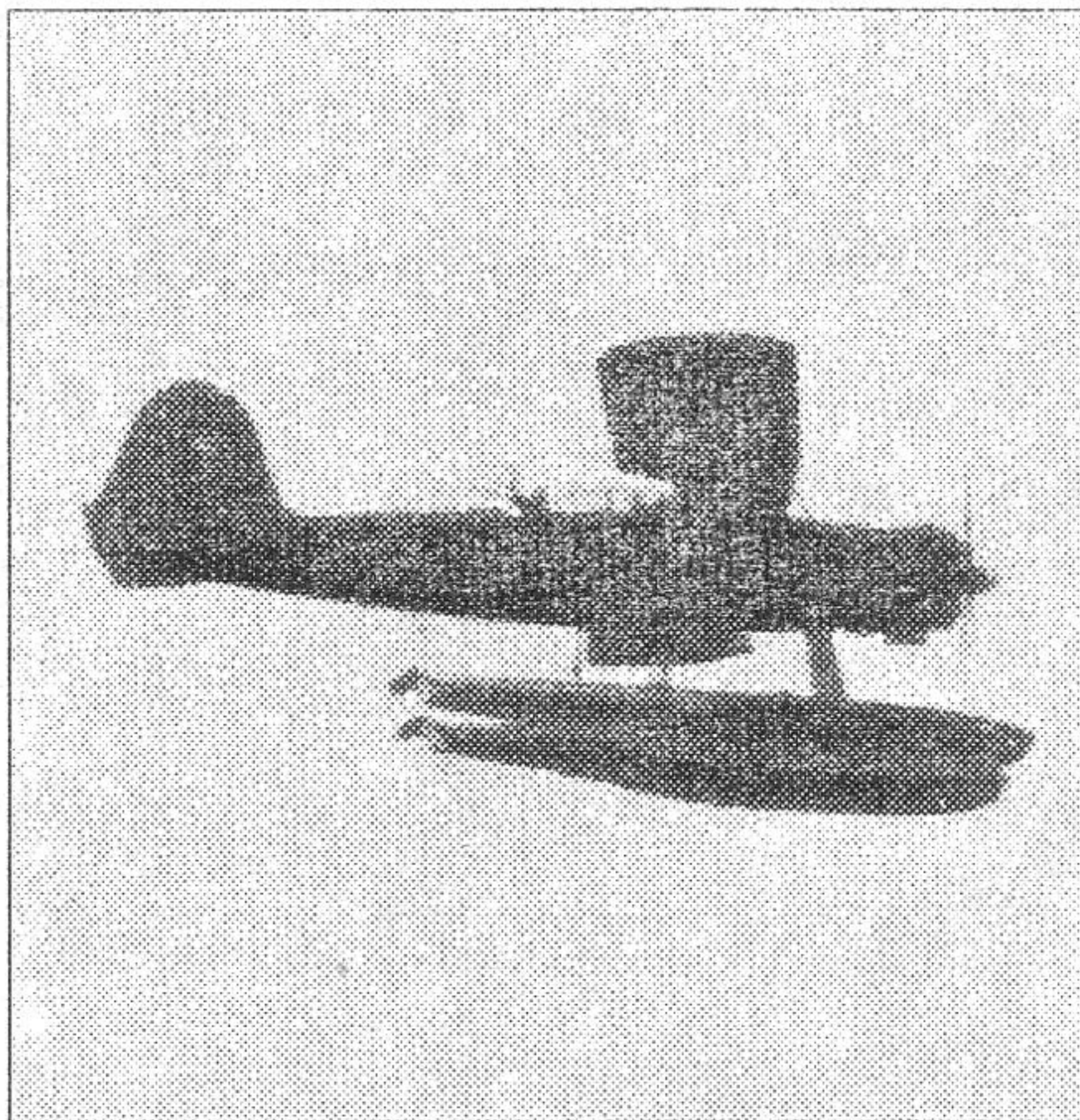
One of the two hangars still existing at Palazu, in the winter 1943-1944.

mention any of them in good flight conditions, all being listed (except the lost ones) as "not available"...

Adding the missing seaplanes for different reasons we reach figure 7. There are 22 more, out of which 20



Mechanics check the bomb bay in spring 1944



Picture taken by Lt. Nicolae Valasoglu aboard the GHICULESCU gunboat in an escort mission towards Sevastopol in spring 1944.

left flying from Siutghiol..

10th of September 1944 - a He 114 is taken by the Soviet Army; 18th of December 1944, all the 18 seaplanes intact are already on Snagov lake.

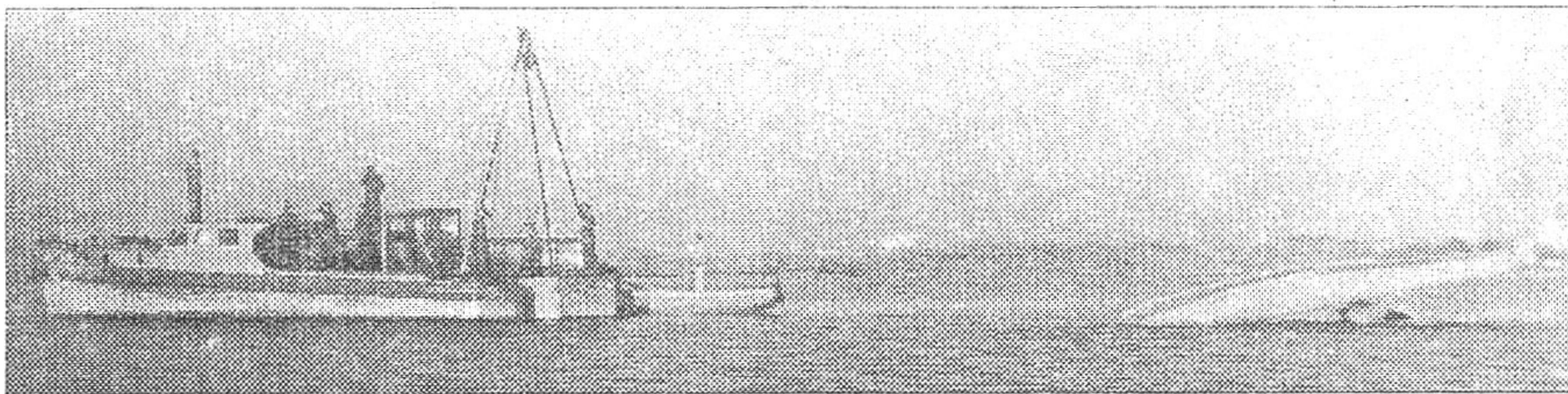
With only one exception, all data suits our story and so, the machines in the boxes are the mystery Arado 196.

In July 1947, 15 of the 18 he 114 are flown back to Constantza. The 3 unavailable are reported to a base in Bucharest.

As, a pilot tried to escape communism running to Turkey in a seaplane, all flights were suspended. This year, a new commanding officer was appointed, Lt. cdr. Schiau Nicolae. From the spring of 1948 flights started again: reconnaissance missions, shore defense, discover of old mine fields.

In 1950 a new CO was appointed: cpt. av. Morariu Ion, a young and dynamic character. Flight missions are more and more required, including this time target shooting and bombing exercises.

The reduction of armed forces of



Storms were responsible for more accidents of the seaplanes than the war missions, even if they were flown daily.

1958 affected the seaplanes squadron. It was restructured and transformed at least on paper in a seaplanes patrol. In the mean time major av. Morariu Ion was detached to a unit of reactive bombers of IL 28 type.

The new CO of the patrol is cpt. av. Toma Nicolae.

The second reduction of armed forces of 1st of May 1960 brings the decision of giving up the seaplanes patrol. The eight remaining He 114 were dismantled. Some of them had less than 200 hours of flight.

That was the end of the career for the He 114 under Rumanian colors. They were the last to fly in the world. Unfortunately no one was kept in a museum.

SERIES C-1

Foreign sources mention series he

114 C-1 as special modification according the Rumanian demands and specifications. Two new weapons were added in the lower wing and a compartment for two bombs SC-50 of 50 kilos was adapted inside fuselage.

French sources mentioned that Rumanian seaplanes had to receive fixed machine-guns of the MG-17 type, shooting throughout the propeller and also the fact that the A-2 type had also a fixed machinegun of the same MG-17 model.

. The three available Rumanian type we had, namely the memories of cpt. av. Toma Nicolae, ex pilot and trainer, statements of cdr. Av. Ioan Vasile, pilot and cdr. Colea Mujicov from the Navy, observer on the He 114, mentions two guns of 20 mm and only a machine gun at the observer disposal. There was also a fixed



No 9 being towed to the mooring position after a safe return.



Mechanics at work. We may see the makings on the propeller blades and the thin profile of the upper wing.

machine gun of 13 mm.

A short study of the available pictures, showed a MG-15 machine gun for the observer of 7.92 mm caliber, and two possible automatic guns Mauser MG-151 of 20 mm.

The conic covers seen on the attack edge of the lower wings (page 5) leads to the same conclusion. The fixed machinegun could be a Rheinmetall Borsig MG-131 of 13 mm.

The Rumanian seaplanes had a Junkers propeller of 3.5 m diameter (the emblem of the Junkers factory could be seen on each blade).

The front side of the floaters were made out of red rubber fixed on shape.

The thin pipes for the fuel in the floaters were mounted on the front side of the supports.

A thick metal rod was guiding the rolling antenna wire in flight.

He 114 C-1 had a smoke screen

launcher, the substance used being the sulfur acid. Colour of the smoke screen was white.

The seaplane had a small anchor. The cable tightened to the small ring on the left side of the fuselage was used for anchorage when the machine was near the land. We do not know nothing about the collimator aboard the He 114 C-1. It is possible that the aircraft, being build in '30-ies to have a view finder of telescope type. We put it on the plan.

CAMOUFLAGE. Was in 1943 the standard German one with two grey tones (RLM 70, RLM 71) on the upper side of wings and fuselage and a blue-grey (RLM 65) on the lower side. As we mentioned the shock absorbers of the floaters were red. Floaters were painted in the same way. Some machines had the propeller cone white. The blades were black with Junkers emblems.

The lower part of the upper wing was painted in yellow for 2 meters.

The crosses painted on the fuselage were 75 cm/75 cm and the crosses painted on the fuselage sides were bigger 1m/1m. The white border was interrupted according to the painting mask. The yellow band behind the cross was 48 cm wide. The current number of the seaplane was written on the tail with white. Rumanian He 114 wore numbers 1 to 29.

The V wing supports were characteristic for the C-1 series. The national colors of the Rumanian flag were painted in the order blue, yellow, red to the end.

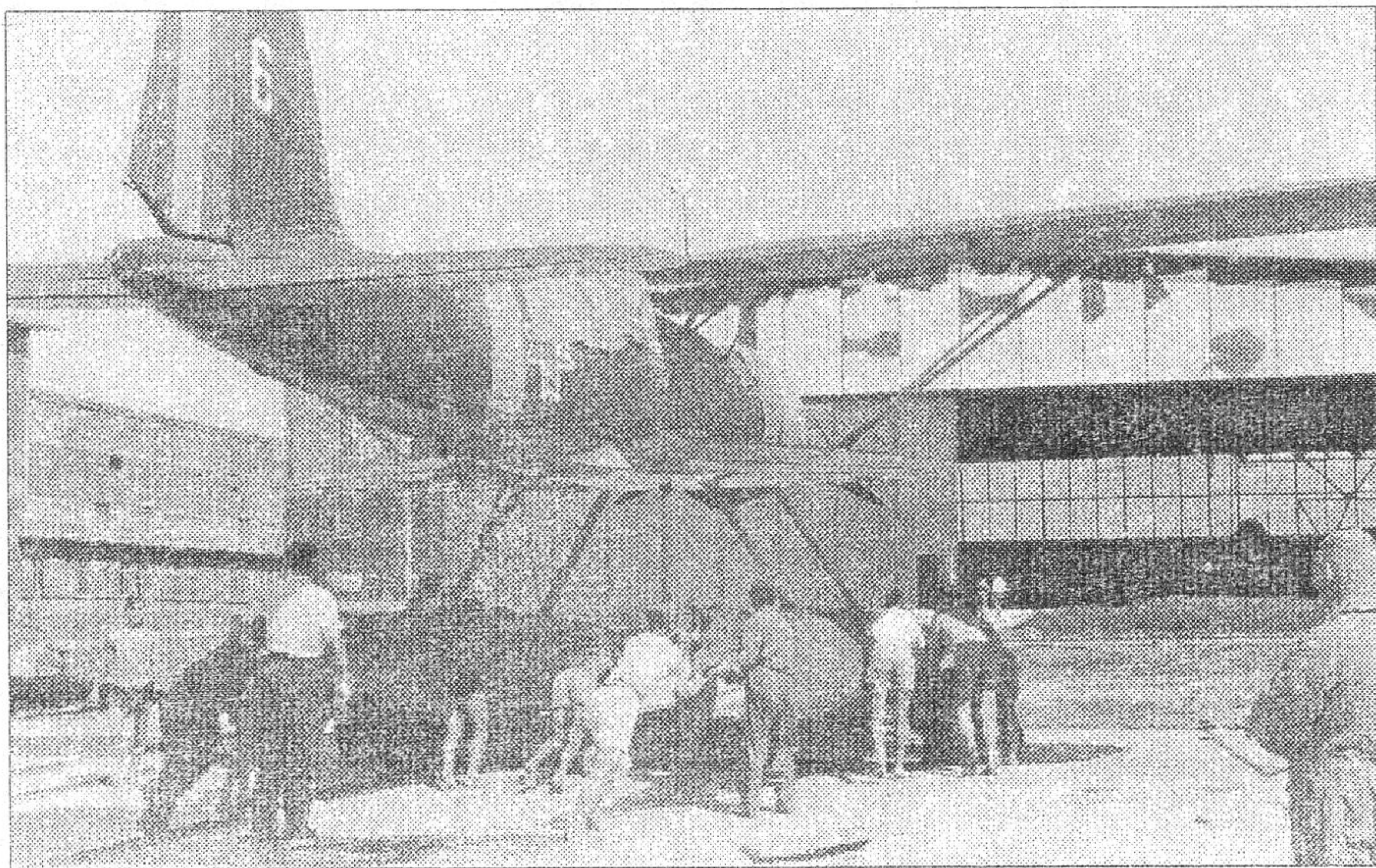
After 23rd August 1944, the He 114 were repainted. The crosses were replaced by cockades of the same sizes, painted in the national colors, red in center. The yellow band was replaced by a white one and also the yellow part of the upper wing was painted in white.

Numbers were kept the same.

After the monarchy fell in the end of 1947, the matriculation and painting model of all military aircraft was changed to the Soviet style. Sea-planes were painted in olive-green on the upper surfaces and the lower ones were painted in a very light blue. The white bands disappeared. Red stars with the national cockades in center replaced the old markings all painted as on Soviet planes. Numbers were kept white and in the same place. Propeller cone was painted in the same olive green.

Cockpit interior, the command panel, the chairs and the other interior parts were light gray as in the German Aeronautics practice.

It is possible that the German crews were not very enthusiastic about this seaplane and it is obvious that it was not a masterpiece of Aeronautical Engineering but Ruma-



No 6 is carried on a carriage gliding on railroads by the mechanics. The hangar is under camouflage painting.



The crews of the Squadron 347 (1950-1953).

*First from the left is major Morariu Ion,
CO of the Squadron.*

nian crews and veterans still consider it as a very good looking machine, and for the '30-ies a modern one. If you do not believe, try to put on the same screen the silhouettes of He 114 and the contemporary British Swordfish and compare...

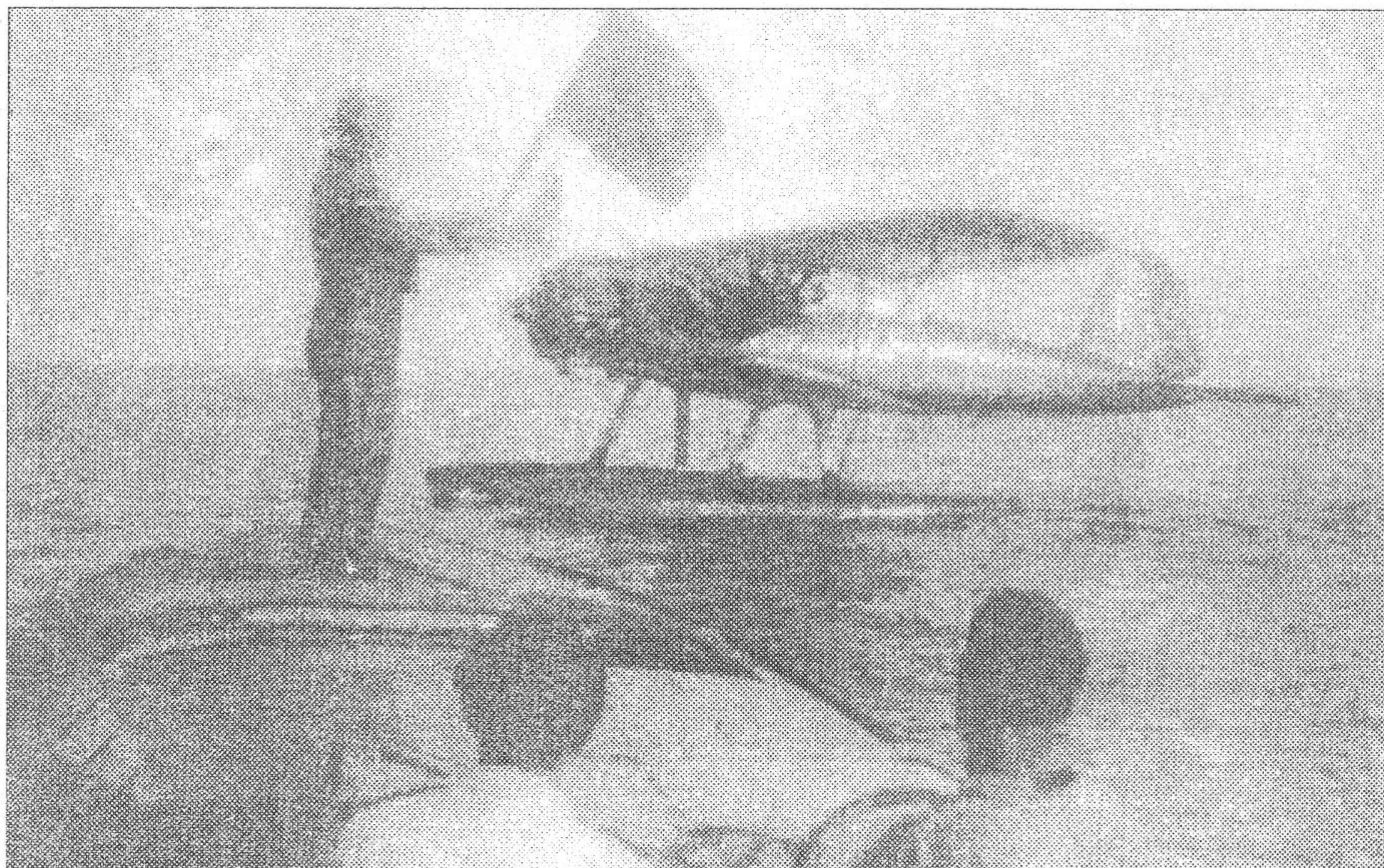
In the Marine Museum of Constantza a floater of a He 114 was brought by an enthusiast diver



Pilots of the same 347 Squadron.

They are wearing the same German made flying suits of the war time. Same life vests and helmets. The only non German element is the long leather coat of the Soviet style. Major Morariu Ion, CO is wearing a "bulgarka" white sheep leather coat and a red star on the bonnet.

Constantin Scarlat as a part of a wreck he found in the Siutghiol. There is also a story with one lost in a lake near Alexeni and another sunk by a storm in Snagov. Maybe one day we will have the opportunity to work for the restoration of a genuine He 114.



Very poor quality picture of a He 114 in the "coat" of the Warsaw Pact with red stars and matriculation number. Unfortunately it is the only one available.

Flotila de hidroaviație, Serviciu Tehnic

Tabel cu hidroavioanele de proveniență germană care au executat zboruri până la 23 august 1944.

HIDROAVION tip	număr	Ore	Starea hidroavionului
Heinkel 114	1	172	Indisponibil
Heinkel 114	2	62,35	Accidentat și distrus la 29.XI.43
Heinkel 114	3	181	Indisponibil
Heinkel 114	4	95	Accid. și distrus la 23.IV.1944
Heinkel 114	5	-	distrus la recepție
Heinkel 114	6	171	Indisponibil
Heinkel 114	7	110	"
Heinkel 114	8	120	"
Heinkel 114	9	178	Luat de Armata Roșie la 10.IX.1944
Heinkel 114	10	130	Înecat de furtună la 27.XII.1942
Heinkel 114	11	154	Dispărut pe mare, 4.V.1943
Heinkel 114	12	58	Indisponibil
Heinkel 114	13	83	"
Heinkel 114	14	65	"
Heinkel 114	15	233	"
Heinkel 114	16	69	"
Heinkel 114	17	75	"
Heinkel 114	18	174	"
Heinkel 114	19	16,57	"
Heinkel 114	20	189,43	"
Heinkel 114	21	33	"
Heinkel 114	22	139	"
Heinkel 114	23	224	"
Heinkel 114	24	86	"
Heinkel 114	25	95	Accid. și distrus 12.V.1944
Heinkel 114	26	56	Indisponibil
Heinkel 114	27	157	Accidentat și distrus 21.VII.1944
Heinkel 114	28	95	Indisponibil
Heinkel 114	29	151	

Comandantul Fl. de hidroaviație

cpt. cdor.

Nicolescu Dumitru

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- *cpt. av. Toma Nicolae* - manuscris privind istoricul Flotei și Escadrilei de Hidroaviație
- *cdor. Colea Mujicov* - „Amintirile unui observator aerian“ (manuscris)

.....
More operational details in
SEAPLANES OVER THE BLACK SEA by J. L. Roba and Cristian Craciunoiu
- 10 USD plus 5 USD postal taxes

Mulțumim

dl. comandor av. Morariu Ion, pilot de He-114 și unul dintre comandanții Escadrilei de Hidroaviație, *dl. comandor Colea Mujicov* din Marina Regală, fost observator pe He-114, *dl. arhitect Mihai Andrei*, *dl. Jean-Louis Roba*, *dl. profesor Tudor Vasile*, *dl. cpt. av. Toma Nicolae*
pentru sprijinul acordat în timpul documentării și pentru materialele puse la dispoziție.

Coloured profiles on the cover by Teodor Liviu Morosanu

Plan of the He 114 in scale 1:10, 6 white paper sheets, are available for 25 USD plus 5 USD postal taxes on order (VISA, EUROCARD, MASTERCARD) to:
Cristina Craciunoiu, Piața Presei Libere 1, sector 1, Bucuresti,
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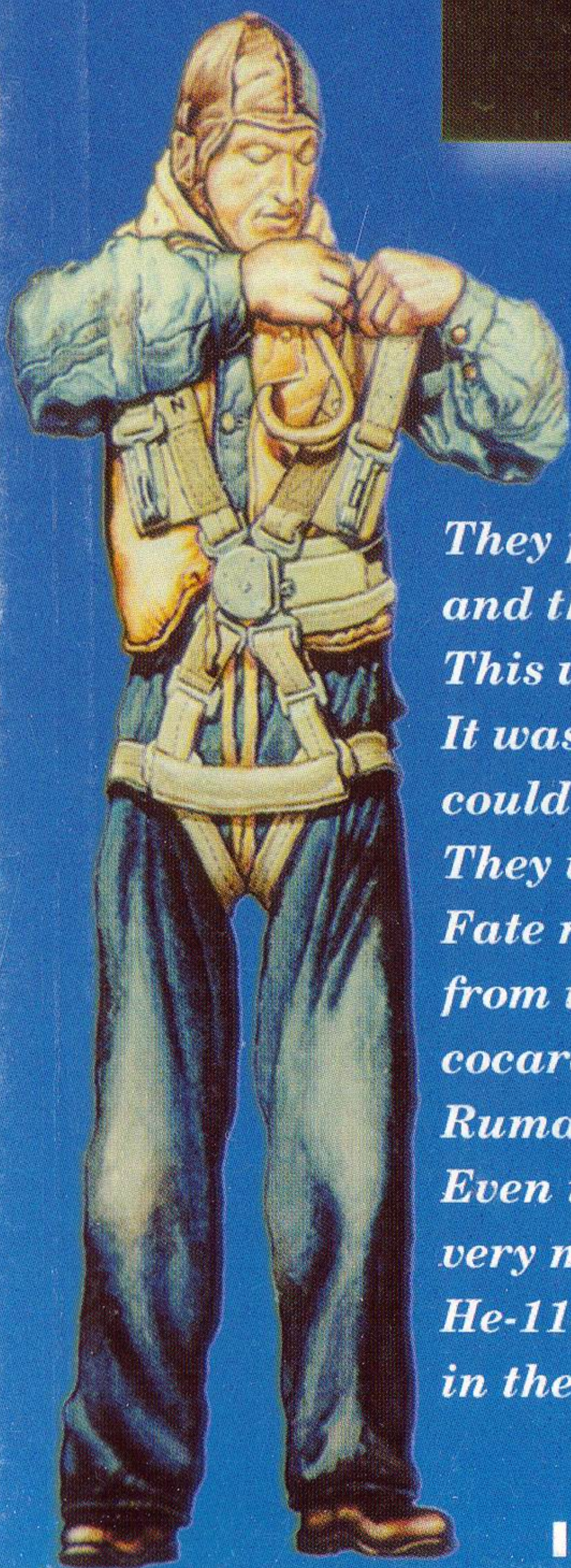
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During the WW2, Rumania had two squadrons of Seaplanes based in Mamaia, near Constanța. They flew the Savoia 62 and Savoia 55 in 1941 and then the Cant Z 501 till 1943. This was the year when the He-114 arrives. It was used in 1943-1944 in almost any duty that could be performed by a seaplane. They were so good that survived service till 1960! Fate made them change the colours from the Iron Cross to Michael Cross, cocardes and the Red Star of the Rumanian Popular Republic. Even if Luftwaffe did not appreciate it very much, Rumanian Royal Navy considered He-114 very suitable for recce missions in the Black Sea.

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